

The Fourth of July on a British Steamer.
The Fourth of July was celebrated aboard the Canada on her passage home to Liverpool. The Americans, upon coming upon deck, described at the mast-head their own ensign, fluttering in harmony with the union-jack of Old England, in commemoration of the day. Upon the removal of the cloth after dinner, Capt. Harrison rose and, in some well-timed remarks, proposed the following toast:

"The Fourth of July, 1776!—The regret that this day once so beloved among Englishmen are obliterated by the ones they feel in the glory of their descendants."

The marines had a good feeling of this sentiment and immediately and eloquently responded to by Hon. Rufus Choate, and he closed with the following toast, which was applauded to the echo:

"Mother and Daughter—United, they may defy the world."

Capt. Harrison, again rising, gave:

"The President of the United States."

Hon. R. Choate replied, by proposing:

"His Majesty of Great Britain, the Queen."

This was acknowledged by Lieut. Beddoe, R.N., who proposed, in return:

"The Army and Navy of the United States."

Col. Barnes, of Boston, replied on behalf of the Army, and gave:

"The last War between Great Britain and the United States, 1812. May it always be known in history as the Last War."

Mr. Stewart, son of Commodore Stewart, of the United States Navy, closed his remarks with proposing:

"Success to the Cunard Steamers."

This well-meant compliment brought Capt. Harrison again on his legs, who returned thanks on his own behalf and that of the Company, and proposed:

"Prosperity to the 'Collins' line of steamers from New-York."

"The memory of Wolfe." By Mr. Woodbury, of the Boston bar.

"The miracle of the XVIIIth Century, which showed that an Empire may be dismembered without injury to its parts and with benefit to both." By Hon. M. Bell, of Massachusetts.

"To the People of all Countries, the source of wealth and power." By W. A. Mathews, of Sheffield.

This popular and opportune sentiment was exceedingly well received, and we are bound to say, was professed by one of the cleverest speakers of the day. The enunciation of such an opinion by an American was to be expected, but the delicacy which induced them to refrain was the motive which compelled Mr. Matthews to pay this compliment to their democratic origin.

Amid the numerous incidents of the day may be related that, after the singing of "Rule Britannia," which succeeded the toasts, and in which the whole company joined, an American lady suddenly struck up with "Yankee Doodle," which was also sung by all hands amid great merriment.

The Late Gale—Wrecks.

A letter to the Editors of the *Baltimore American*, under date of Norfolk, 22d instant, says:

"The damage done by the late gale of the 17th and 18th, along the Southern coast, is beginning to develop itself. South of Cape Hatteras, a large number of vessels is reported to have been lost. At Cape Hatteras and on the shoals seven or eight vessels reported totally lost. A pilot boat fell in with and towed into Hampton Roads, a large schooner whose decks had been swept of everything. The U. S. Coast Survey steamer Jefferson Lieut. Commanding Thornton A. Jenkins, U. S. Navy, arrived at this place on Sunday afternoon, with a large brig, (Bog Carver, of Scarsdale, N.Y.) tow, which was fallen in with 60 miles to the south and east of Cape Hatteras on Saturday morning in a perfectly helpless condition, having lost her masts close to the deck, jib-boom, boats, &c. At the time the Jefferson fell in with the wreck, it was drifting rapidly toward the shore, and but for the timely arrival and prompt assistance afforded, the brig would, in all probability, have gone ashore in a few hours, causing a total loss of vessel and cargo, if not the lives of the officers and crew."

"Everywhere, so far as heard from, outside the Capes and in the Chesapeake Bay, the wind blew with great fury, producing an almost unprecedented heavy sea. It is feared that there has been great loss among the coasters between the Capes and Charleston. A few days will doubtless give us additional news from that quarter."

"Capt. Carver, of the dismasted brig, reports that he saw a large ship totally wrecked on the Diamond (Cape Hatteras Shoals) on the night of the 17th—all hands certainly perished."

STORM IN PENNSYLVANIA.—It is gratifying to be able to state that the late destructive storm did but slight injury to this part of the public works. All the damage sustained occurred between Harrisburg and Columbia, and was not serious, and the canal will be immediately ready for navigation. The Junta division was not injured. The Susquehanna, west branch and north branch divisions, are supposed to be much damaged, though not as greatly as was at first apprehended. The repairs, it is said, will be completed in a few days.

[Paul. North American.]

THE PURCHASE OF NEW-MEXICO.—Hon. Truman Smith, in his speech in the National Senate on the 8th inst. produced full and official statistics to show that the Territories of New Mexico and California cost the Union \$124,038,353.05 in the expenses of the war and the indemnity paid for the Territory acquired. Besides which we have the following statistics of the loss of human life in the war:

The number of deaths returned, by the officers of the army is 12,787; 9,740 were discharged for disability, of whom at least half have died, say 4,874; 73,260 men were mustered into service during the war, and 50,573 were mustered out; of the residue, it is estimated that 10 per cent. or 5,114, have since died; thus making, in the aggregate, a loss of 55,481 lives through this war. Mr. Smith rightly asks whether, with this expenditure of life and treasure, the United States have not purchased New-Mexico, and whether we are to be obliged to purchase it a second time.

DEPARTURE OF MISSIONARIES.—The following missionaries have taken passage in the ship Washington, for Mainland and Calcutta:

Hon. Messrs. J. Wade, and wife; E. Kincaid, wife and three children; J. H. Vinton, wife and two children; M. Brown, son and one child; Wm. Ward and wife; S. M. Whiting and wife; Dr. John Dawson, wife and two children; M. O. T. Cutler, Miss M. S. Shaw, Miss—McBain, Masters Lucia Hayden, and James Tripp, (two assassins); Miss Barbara (an assassin girl). Boston Traveler, Wednesday.

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